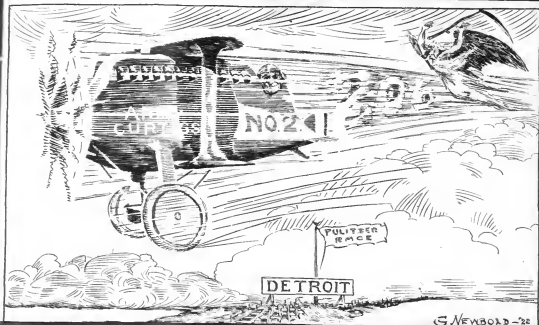


# AVIATION

OCTOBER 23, 1922

Issued Weekly

PRICE 10 CENTS



Father Time Admits Defeat

VOLUME  
XIII

## SPECIAL FEATURES

Number  
17

THE THIRD PULITZER RACE  
DETROIT RACE IMPRESSIONS  
GEN. MITCHELL SETS NEW WORLD'S SPEED RECORD

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HIGHLAND, N. Y.  
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## CURTISS **FIRST** *again!*

Lieutenant R. L. Maughan, U. S. A., won the Pulitzer Trophy in the Army-Curtiss Racer No. 2—Average speed 206 m.p.h. for the 160 mile course.

### SECOND

Lieutenant L. J. Meltham won second place in the Army-Curtiss Racer No. 1, the speed for the entire course was at the rate of 198.5 m.p.h.

### THIRD

The Navy was again. This time the Navy-Curtiss Racer No. 1 (which won the trophy race last year) piloted by Lieutenant R. J. Egan, U.S.N., came third, at a speed of 192.5 miles an hour.

### FOURTH

Ensign A. J. Williams, pilot, U.S.N., flying the Navy-Curtiss Racer No. 2, finished fourth in the race at a speed of 189 m.p.h., 1 mile an hour faster than his nearest competitor.



The Curtiss D-12 engine, 225 H.P., shown with which the new Army-Curtiss Racers are powered.

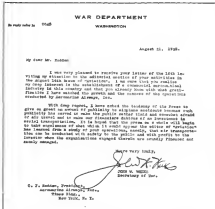
**Curtiss**



The Curtiss CD-12 engine, 225 H.P., shown with which the new Army-Curtiss Racers are powered.

**THE CURTISS AEROPLANE AND MOTOR CORPORATION**  
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OCTOBER 23, 1922

# AVIATION

VOL. XIII. NO. 17

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## CONTENTS

|   |     |  |     |
|---|-----|--|-----|
| Editorial .....                                   | 541 | New Mail Plane Shows Increased Efficiency .... | 560 |
| The Preliminary Land Plane Races of Detroit ..... | 542 | The Rogers-Day 3-Seater Biplane .....          | 561 |
| The Third Pulitzer Trophy Race .....              | 543 | The Largest American Airplane .....            | 562 |
| Detroit Race Impressions .....                    | 544 | Dayton-Wright Co. Issues Statement .....       | 563 |
| Gen. Mitchell Sets New World's Speed Record ..... | 545 | Army and Navy Air News .....                   | 564 |
| Lessons of the Curtiss Trophy Race .....          | 546 | Foreign News .....                             | 565 |

THE GARDNER, MORFAT COMPANY, Inc., Publishers

HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

Subscription price: \$5.00 per year, Single copies 15c. Entered as second-class matter Nov. 22, 1920, at the Post Office at Highland, N. Y., under act of March 3, 1902.

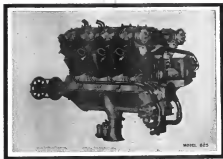
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# AVIATION

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EDITORIAL MANAGER

Vol. XIII

OCTOBER 23, 1932

No. 17

### Thin Wing versus Thick Wing

JUDGING purely from surface indications, it might seem as if the 1921 Pulitzer Trophy race had settled the controversial point as to the uses of thin and thick wings. The four Curtiss biplanes which finished the race in leading places were all equipped with thin wings. Hence the race seemed to enter as a victory of the thin wing biplane over the thick wing monoplane, for high speed ships at any rate.

This reasoning, while containing much truth, does not contain all the truth, however. There can be no doubt that at the present stage of aeronautical engineering the thin wing biplane is, despite its greater apparent parasitic resistance, more suitable for high speed work than the thick outboard monoplane, just as the latter gives better results in large wing carrying ships than the thin wing biplane. Nevertheless, if a fair comparison is to be made between the two types, it should be remembered that the thin wing biplane benefits from some twenty years of continuous development, whereas the thick wing monoplane, as a type, is but a few years old. It would therefore be rash to state dogmatically that the thick wing will never be else than a wing carrying wing.

It should also be noted that the thick wing monoplane which participated in this year's Pulitzer race were the first genuine American examples of this construction, and that their construction had very little precedent and no experience to go by in designing them. That despite this handicap the thick wing monoplane should have put up performance which were on the whole highly creditable, is merely another illustration of the adaptability of the American aeronautical engineer to changed conditions and a brief of his ability to match anybody's product—or even a fair chance.

As to the victorious Curtiss races, all that need be said is that they represent almost the last word in refinement possible in biplanes. It may still be feasible that, by streamlining a few wires or by designing a more perfect streamline body, a few miles may be added to the speed of racing biplanes of equal power. But it seems to us as if we were pretty near the practical limit.

### The Navy and the Pulitzer Race

WHILE the Navy has not succeeded in riding on the wings of victory in the Pulitzer Race this year as it did in 1921, it shows nevertheless much of the glory that studies in the airplane performance made at the Detroit meet. It is not generally known that the Lawrence 21 engine, the Curtiss C12 and the D12 models, the Armstrong USSF, and the new Wright T2, 550 hp. engine, all were developed at the direct instance of the Navy to obtain power plants which would serve the modern requirements of naval aviation.

The honors achieved by the Lawrence 21 engine in the Curtiss Marine Flyer Trophy race is particularly gratifying in that this power plant represents the first successful Ameri-

can air-cooled engine. A satisfactory engine of this type is particularly needed in naval fighting craft, as the shores of a radiator make it much less valuable in machine gun fire than a water-cooled engine. In the larger class this advantage of the air-cooled engine is somewhat decreased owing to the large exposed area it presents in the line flight and the resultant difficulty of cooling it as a fastage so that it will still have a streamline shape. The adequate cooling and insulation of a large air-cooled engine is also still work of a problem, and it explains why the Army pursuit ships, where the horsepower has now reached four-hundred, the water-cooled engine is preferred as the more reliable type.

Regarding the Curtiss engine which figured so prominently in the Pulitzer race, little could be said that would speak more eloquently than their magnificent performance. As to the 550 hp. Wright engine, which is one of the largest power plants in the world, its flight trials, though interrupted by accessory trouble, were continuing enough to warrant the hope that when this engine will have passed through the necessary period of childhood life, it will become a very fine power plant. It was unfortunate that the hurried testing of the engine which carried the Armstrong USSF engine prevented this power plant from conferring its public title of reliability it had previously displayed in its severe Navy endurance test. The 600 hp. Packard engine—the only Army development in powerplants seen in the race—demonstrated considerable for the smooth manner in which it performed in the two leading ships and in the Verillie-Packard racer.

The race for the Curtiss Trophy and the Pulitzer Trophy furnished a very severe test of the qualities of the various power plants with which the entries were fitted. These results prove it in our opinion that while there does not seem to be any limit to the possibility of making suitable airplanes of ever increasing performance, the solution of the power plant is not yet so far advanced and still requires much thought and investigation.

### A New Duration Record

THE exploit of Lieutenant Kelly and McCready is remarkable exploit, unarguably for 25 hours, 15 minutes and 26 seconds in an airplane equipped with a motor of 100 hp. to exert a powerful influence in convincing the public of the airplane's reliability and endurance of the modern airplane. It is to be regretted that the flight did not take place in an originally contemplated, for a more country flight was better held on popular suggestion than a winter exploit over a closed circuit.

At an average speed of 20 miles per hour the distance covered would have been not less than 500 miles, or roughly, the distance between San Diego, Cal., and Hakka, and more than sufficient to cross the Atlantic.



engine UVS engine, a new landing and taxiing system developed for the Naval Air Service, made various flights and improved the machine with its high rate of speed and remarkable maneuverability.

#### Some of the Factors

The race was just over when a Staff Detachment posted by a naval officer landed on the field and further increased the number of aerial visitors who had begun gathering a week ago—James, Standard-Jessie and Concho, two West Coasters from Mexico, Ohio, piloted by Buck Weaver and H. R. Colver, respectively; a Belgian Biplane piloted by Shirley Shaw, four Latin machines piloted by Walter C. Bush, Dick Phillips, Perry Hutton and Charles Lander, respectively, a British built F2C number (168 hp. Packard) from Dayton, Ohio, piloted by Al Johnson and belonging to the Johnson Airplane and Supply Co.; a Dayton Wright "Glenn" with 90 hp. La Rhona engine, two J16 metal monoplane, one of which, piloted by Eddie Stinson,

came from Chicago with three passengers and finally an unusual war plane—a machine Bomper equipped with a 200 hp. Hispano engine, which still carries its Thomas two men machine, reconstructed wing and fuselage covering, and early German construction.

Among the Air Service formations which had come from other fields were ships from the 5th Group, comprising the 1st and 5th Squadrons, which here at headquarters Staff Field, E. 1; the 24th and 68th Squadrons, from Langley Field, Va.; and the 9th Squadron. All these ships were D5R.

Other civil ships included the Dayton-Wright KT nine seater, another Bomper, this with a 240 hp. Deau engine and fitted as a passenger carrier, and a brand new Tri-motor machine built by the Service Aviation Transport and Transport Co. of Wabash, Ind. This ship is fitted with a big compressor Navy Light engine of 370 hp. and carries six passengers in an unusually roomy cabin with excellent visibility. The pilot was R. L. Baker.

## The Third Pulitzer Trophy Race

Lieutenant Maughan's Victory on Army-Curtiss Racer at 206 m.p.h. Proves America's Supremacy in Pursuit Aviation

By Ladislas D'Orey

The third annual competition for the Pulitzer Trophy, America's classic single-seater, strictly restricted, was the contest of those who have maintained all along that the United States possessed the requisite talent as well as the manufacturing resources and the pilots to enable it to affirm its superiority in the construction of the fastest airplanes in the world. What this primary cause was climaxed in a talk made by Brig. Gen. William Mitchell, Assistant Chief of Air Service, at the banquet of the Honored National Aeronautics when he said that the safety of the nation depended primarily upon the development and the maintenance of a powerful pursuit aviation, the firm line ordering force of the nation in future wars.

The Pulitzer Trophy race this year was won by Lt. B. L.

Maughan, A.S., whose Army-Curtiss racer, equipped with a super-compressed Curtiss Model D12 engine, developing about 440 hp., averaged a speed of 206 m.p.h. Lt. L. S. Matlack, A.S., who finished second on a ship of the same type, made his fastest lap of the race at a speed of 216.3 m.p.h.

The day was almost ideal for the purpose of this extraordinary high speed race. While the previous day had been accompanied by threatening clouds and gusty, high velocity winds, Oct. 14 dawned with a milder, breezy day and a very moderate wind. After the airshiping the previous morning had resulted in the death of the contestants and machines alike, the day was hailed as a very lucky day for the purpose.

As our readers know from previous issues of AVIATION, the Pulitzer Trophy Race this year was run over a closed course



The John E. Mitchell Trophy



Lt. B. L. Maughan, A.S., the winner of the 1932 Pulitzer Trophy race



Pulitzer Trophy

of 31,685 miles (160 kilometers), which the contestants had to cover five times, making a total of 158 kilometers or 100 miles. The reason for choosing a circuit of metric length was that it permitted to register the results, if new world's records should be established, with the International Aeronautic Federation without necessitating mathematical calculations. The course of the circuit was from Selfridge Field to Gauley Point, thence to a lake halfway between to a large and controlled by the U.S. Dubuque, and from there back to Selfridge Field—the circuit forming an equilateral triangle of roughly 10 miles for each side. The equilateral triangle was adopted for the course in order to eliminate as far as possible help-in turns, and to make the plotting of the super-loud high-speed ships easier for the pilots. The circuit was a five-to-five mile open to all airplanes bearing an air speed greater than 140 m.p.h. and a landing speed not exceeding 75 m.p.h. The maximum air speed was provided in order to eliminate fresh designs of high landing speed such as made their appearance in the last Gordon Bennett race and to make the course directly applicable to the needs of present aviation.

#### The Entries

Twenty-five entries were received for this race by the Detroit Aviation Society, who was holding this event under the regulations of the Aero Club of America, as representing the P.A.I. All but one of these entries started in the race, the exception being the Dora variable number airplane, which was ruled out as the eve of the race as its engine did not comply with the P.A.I. rules providing that they conform the Contest Committee with the specifications of the ship.

Before the Pulitzer Trophy races proper were given the start, there took place at 11:35 a. m. a race between the six Thomas-Morse M12 airplanes conducted from 01 to 65, and belonging to the First Pursuit Group, Air Service, which is now stationed at Selfridge Field. This event was specially staged to afford a contest for the trophy donated by Ben. Gen. William Mitchell, and named the John E. Mitchell Trophy in honor of his brother who was killed in the late war. As all the contestants were flying ships of the same type, and the pilots of the First Pursuit Group are naturally trained to the best notch of proficiency, the winning of the race required very few piloting

The contestants in this race had to cover four of the five laps of the Pulitzer Trophy Race, making a total distance of 126 kilometers, or approximately 126 miles. The race was won by ship No. 54 piloted by Lieutenant Stace at an average speed of 140 m.p.h. Captain Guadalupe (No. 51) was second at 134 m.p.h.; Captain Beckwith third at 133 m.p.h.; Lieutenant McRae fourth at 132 m.p.h.; and Captain Kerner fifth at 124 m.p.h. These figures show how closely the race was fought. Race assembly fire flying was performed by the contestants, particularly at the pylons, where judgment of distance played a considerable part.

The "Thomas-Morse race," which was properly appreciated by those in the know of the technical difficulties involved, merely served to increase the interest in the Pulitzer Race on the part of even a crowd of about 25,000 who had flocked to Selfridge Field since the early morning.

#### The Grand Event

It was at 1 p. m. when the real contest for the Pulitzer Trophy began. This included sixteen contestants, as two of the Thomas-Morse M12 ships (Nos. 62 and 63) did not start. The Pulitzer race was started off in a battle of not more than five such in order to afford the contestants the maximum possible safety. The first two to be staged off consisted of the Thomas-Morse M12 (Captain Mulhally), the Ben-Lane racer (Lieutenant Chalkley), and two of the Verville-Sperry racers (Lieutenant Barkshire and Lieutenant Johnson). The story of this race was brief, for the Ben-Lane racer was eliminated as the second lap by radiator trouble, and the Thomas-Morse M12 followed on an account of lubrication trouble. Thus only left the two Verville-Sperry ships to compete, and it had finished the 250-kilometer circuit, Lieutenant Barkshire making an average speed of 143 m.p.h., and Lieutenant Johnson, 139 m.p.h.

Our readers are familiar with the technical features of these airplanes, and in particular with the expensive retractable landing gear which the pilot draws into the fuselage by means of a crank. However, the odd machine of the last day took 10 minutes to the cockpit the problems fell when the two pilots actually did draw their landing gears into the fuselage. While the Dayton-Wright racer which was entered in the 1930 Cross-Bowman race also incorporated this feature, this "bug" had never been publicly demonstrated in the United States



Lt. Maughan standing alongside the Army-Curtiss racer on which he won the Pulitzer Trophy race Oct. 14



To what extent this year's Polaris Trophy race lowered existing world's records may be seen from the following: Lieutenant Naughton exceeded the last world's speed record

The speed at which these two jets flew was so obviously superior to that of the other racers that after they had landed—Lamont Maughan by skidding—to kill Mo'ed—it was practically a foregone conclusion that the Army-Curtis racers would win this year's Pullman race—as it happened. However, a word should be said about the two Navy-Curtis racers flown by Lt. A. J. Williams, U.S.N., and by Lt. H. J. Reed, U.S.N. These three were especially im-

### Pulitzer Race Chart

**Race for Pulitzer Trophy.** Distance 250 kilometers (155.34 miles). 5 laps around closed circuit of 50 kilometers (31.0685 miles)

[illegible]

*continued* Other channel types are official and semi-official





Ed. J. M. Allen, C.R.N., boards the Navy-Curtiss racer on which he finished third in the Pulitzer race.

Ed. J. M. Allen, C.R.N., boards the Navy-Curtiss racer, which one of them won with Bert Acosta at the stick.

The modifications introduced consisted mainly in the fitting of wing radiators, following the design of the Army-Curtiss racer. Despite the advance made in the last twelve months in airplane design the two Navy-Curtiss racers made a very creditable showing, Lieutenant Callaway's ship actually covering the third lap of 186 in p.h. Had it not been for the



Ed. J. Williams, C.R.N., boards the Navy-Curtiss racer on which he finished fourth in the Pulitzer race.

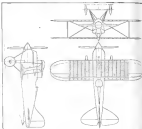
staggering performance of the Army-Curtiss ship, the two made by the Navy-Curtiss ships would have undoubtedly occurred more attention than it did.

Lieutenant Williams accidentally had a shifting expense when a fire extinguisher in his plane broke, a piece of a trucking bar blew off. His last great difficulty was his helmet, while plunging on at better than three miles a minute. Flames from the broken extinguisher scorched his, but he succeeded in finishing in fourth place.

The "Mystery," which made one lap of 187 m.p.h., was forced out in the fourth lap by engine trouble. Lieutenant Henderson, its pilot, who landed this brand new ship on the occasion of a veteran, seemed to be pleased by a lack for he had a week previously lost what seemed a big victory in the Curtiss-Martin Flying Trophy when his engine cut off. He landed the "Mystery" in shallow water and seems to be about being arranged.

#### The Last Boat

The last boat of Pulitzer races, which was sent off at 4:18 p.m., contained the Verville-Packard on which Captain Moore won the 1928 Pulitzer race and which he again completed in this year's race, two Army-Looming racers piloted by Lieutenant Whitcomb and Schuler, respectively, two Thomas-Morse race-covers all-metal monoplane piloted by Captain Moore and Lieutenant Russell, respectively, and the third Verville-Packard, piloted by Captain Russell, the veteran leader of the Pulitzer flying expedition. In contrast with the speed of the previous races it was at once apparent that some

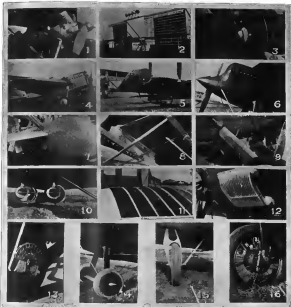


Outline drawings of the Army-Curtiss racer (1925 hp-Curtiss racer).

these ships could make the time of the Curtiss racer—80 speed of the Looming ships varied between 188 and 170 m.p.h. and that of the Thomas-Morse ships between 152 and 140 m.p.h. as far as it was possible to obtain information in time to reach this issue. The old Verville-Packard piloted by Captain Moore made the best time in this particular race, making an average of 170 in p.h.—which was of course by no means to credit in any landing place, but still remarkable for a ship three years old. Captain Stewart's Verville-Sperry developed on the last lap engine trouble and landed just outside Selfridge Field without much trouble.

When the last ship had landed, and the winner's stand announced the victory of Lieutenant Maughan, a great volume of cheers broke out from among the pilots, mechanics and others present. Many late view men and many were too far off their points to feel elated at this victory which placed America in the front rank of aircraft producing countries.

## Constructional Details Seen at the Detroit Meet



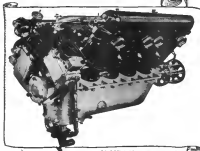
1—Engine installation and general view of front portion of engine. 2—View of front portion of engine. 3—Thomas-Morse 22 shock absorber mechanism. 4—Verville-Packard radiator. 5—Wing strutlight. 6—Night flying light. 7—Detail of Verville-Packard landing gear. 8—Detail of Verville-Packard landing gear. 9—Detail of Verville-Packard landing gear. 10—Detail of Verville-Packard landing gear. 11—Detail of Verville-Packard landing gear. 12—Detail of Verville-Packard landing gear. 13—Detail of Verville-Packard landing gear. 14—Detail of Verville-Packard landing gear. 15—Detail of Verville-Packard landing gear. 16—Detail of Verville-Packard landing gear.

17—Engine installation and general view of front portion of engine. 18—View of front portion of engine. 19—Thomas-Morse 22 shock absorber mechanism. 20—Verville-Packard radiator. 21—Wing strutlight. 22—Night flying light. 23—Detail of Verville-Packard landing gear. 24—Detail of Verville-Packard landing gear. 25—Detail of Verville-Packard landing gear. 26—Detail of Verville-Packard landing gear. 27—Detail of Verville-Packard landing gear. 28—Detail of Verville-Packard landing gear. 29—Detail of Verville-Packard landing gear. 30—Detail of Verville-Packard landing gear.

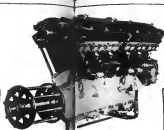




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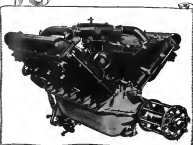
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Perhaps an even greater has been the design and development of the latest Model T-2, as well as several other air and water.

Across the pages of aviation the name WRIGHT stands out boldly in the aeronautical engineering, and this company with its designers and its experienced production crew continue to give to the World of Aviation a pride.

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# WRIGHT AERONAUTICAL CORPORATION

PATERSON, NEW JERSEY, U. S. A.







## The Largest American Airplane

The latest development in large planes of the bombing type is shortly to make its appearance at the Fairfield Air Intermediate Depot near Dayton, Ohio. The Galah of the war, the Bunting Bomber, is a triplane of 129 ft. spread, a height of 26 ft., and an overall length of 60 ft. The fuselage is 19 ft. in diameter, and the chord of the upper and lower wings is 14 ft., and that of the intermediate wing 10 ft. The plane weighs about 20 tons and is capable of carrying with it 15,000

pounds of bomb load. A telephone will be installed to enable communication to be carried on from the tail to the nose of the airplane, also a radio apparatus so that communication may be had with the ground while the plane is in the air.

On account of the unusually large proportions of the airplane, its shipment from the factory of the Williams Aircraft Corp., at Hawthorne Heights, N. J., to Dayton, Ohio, presented quite a problem, until it was learned that the Pennsylvania



Work drawing of the Bunting Bomber (carries 15,000 lb. Liberty engines)

lb. of bombs when, including the weight of the gasoline and crew of five men, two pilots and two passengers, who will be required to operate all the equipment under service conditions.

This airplane is built with a view to obtaining information for the design and estimating performance of such types, and it is considered that different sizes of bombs may be carried at the same time. A total of 3000 lb. in bombs may be carried for 15 hr., 3000 gal. of gasoline being necessary for a journey of that length. The plane can carry 30,000 lb. of bombs in about 3 hr. on the main gasoline consumption. To carry this tremendous load, six 450 hp. Liberty engines are necessary, which means a gasoline consumption of about 100 gal. of gasoline per hour. It is also necessary to carry on the plane the requisite instruments to show the pilot how all of these en-

gines should be operated, and the engine with over. The first shipment of spare parts to the Dayton Wright Field came through in three well-organized loads, but only with a special trucking by the Pennsylvania Railroad to avoid certain lines.

The fuselage of the Bunting bomber is made by bending up side 8-ft. sections, and it is the only large plane ever constructed that can be so broken up into its component parts. The railroad officials state that never before have they been confronted with a greater shipment of this character. They contemplate shipping the entire plane on a train of about ten cars along a specially prepared route.

Officials at the Engineering Division of the Army Air Service at McCook Field, Dayton, Ohio, state that with good luck and not too much delay the Bunting Bomber should be flying at Wright Field on or about Nov. 30 next.



This is not the American Air Service on the way to Detroit—it carries spare parts of the Bunting Bomber ready for shipment to Fairfield Air Intermediate Depot where it is to be assembled and tested

## Dayton Wright Issues Statement

In connection with the statements issued to the press at Washington to the effect that the Department of Justice has denied the claims of \$2,048,252.51 alleged over-payment by the Government on contracts for aircraft production, H. E. Talbot, Jr., president of the Dayton Wright Airplane Company issued on Oct. 7 the following statement:

The officials of the Dayton Wright Airplane Company wish particularly to emphasize the following points as to which there can be no trifling doubt:

First, the estimates in question were formulated by the Government itself.

Second, they were performed under the Government's supervision and strictly as required by it.

Third, all payments made were voluntarily made by the Government upon the basis of its own accounting and its own interpretation of the contract.

Fourth, a settlement of the matter was entered into after the completion of the work and after an audit of the accounts.

Fifth, no complaint of any description was made by any representative of the Government for seventeen months after the settlement had been made.

Sixth, no complaint of overpricing or fraudulent conduct or falsification of accounts has ever been made.

Seventh, and lastly, the Company paid to the Government approximately seventy per cent of its profits in excess profits and bonus form, a payment for which no one could make a claim either in the Government's statements or in its bill.

The rest, so far as is agreed connected with the Dayton Wright Airplane Company, concerns an all of its important aspects nearly. The interpretation of the contract under which the Dayton Wright Airplane Company based on a great number of airplanes and spare parts for the Government during the war. All of these contracts were formulated by representatives of the War Department.

During the entire time of production under the contracts referred to, the Government representatives approved all purchases, inspected all materials received, audited and approved all accounts and payrolls, and before the Company could be reimbursed by the Government it had to procure a voucher signed by the Government Officer in charge.

Upon the completion of the contract a final audit of the accounts was made by Government representatives, who allowed or disallowed the claims presented by the Company, and a final settlement was made in June, 1920, evidenced by a statement or settlement agreement dated June 15, 1920, and signed by both parties and approved by the War Department Claims Board, Air Service Section, on June 23, 1920.

During the latter part of the year 1919 and the early part of 1920, an Accounting Commission representing the Legislature of the Air Service, with a number of assistants, visited the Company's office and spent several months checking the records of the Company. On Nov. 4, 1920, seventeen months after settlement, the Commission was notified of the action of the War Department Claims Board, Air Service Section, claiming overpayment by the Government of \$2,048,252.51, based on the general claim that certain of the estimates and contract accounts and the payment of the plant on terms of the contract were wholly or in part invalid in law, and the further claim that certain overcharges thereon—principally spread depreciation, representing the difference between cost at plant estimated for the purposes of the contract and the actual commercial value of the plant at its completion (which value was fixed by a board of appraisers appointed one by the Company, one by the Government and the third by the two as agreed)—were improper charges to the cost of the 3,500 planes and large quantities of spare parts produced by the Company.

These payments and the appraisal had been made according to the provisions of the estimate between the Government and the Company and approved as fair and reasonable by the Government representatives who made the final audit and settlement in 1920.

The Government's contention, so far as they have been ascertained, are without exception based either upon poor book-keeping or upon forced and false-appraisals of construction of

engines which never occurred to anyone as intended by the parties as so possible until long after the contracts had been performed and settlement made. No claim of actual delay, poor work, overpricing, falsification of accounts or fraudulent conduct of any kind has ever been made by the Government.

Upon completion of the settlement the Company, having no reason to suspect that the Government officials would endeavor to agent, the settlement contract had made the requirement, Laissez and Excess Profit Tax Returns, and had paid approximately seventy per cent of the profit in taxes, so that in the event the Government should be successful in proving its claim it seems that these contracts, properly executed by duly authorized officers of the Government, are invalid, and that the Board of Appraisers did not properly perform their duty, the Company would have a valid claim for seven-tenths of the amount claimed.

Regarding the assertion that the Board of Appraisers did not value the property at its commercial value, the Company has been unable to obtain from the War Department Claims Board or from the Department of Justice any intelligible explanation of its action, for that matter, of any other of its findings.

It is a fact, however, that both before and after the settlement, it gave the Government a written offer to sell the Bunting property, the principal plant, to the Government at the appraised value, and this offer, which was not accepted, remained open for acceptance by the Government from Mar. 20, 1921, to Oct. 15, 1921.

The Dayton Wright Airplane Company welcomes the suit threatened by the Government as the only way to arrive at a final disposition of the matter, being insured by its Council that its interpretation, being the interpretation placed upon the contracts by the Government, is correct during the entire period of their performance, is correct.



(1) Natick & Boston

A B-24 bomber being overhauled at the London airport. Note the enormous shock absorbers for use by the mechanics





# Foreign News

**England.**—To terminate the chaotic conditions and without a completion of the air line operating between London and the Continent arrangements have been completed whereby the various companies have been assigned specified routes so as to ensure the least amount of interference with each other.

According to this arrangement the Deutsche Airways is assigned control over northern Europe with a line via Amsterdam which will ultimately connect with Berlin, northern Germany, Russia and the Scandinavian countries in conjunction with the K.L.M. and the Deutsche Luft-Reederei. The Italian Airline is to run via Rome and Cologne through central Europe, eventually to extend as far as Constantinople and Athens to the Near East. Handley Page Transport Ltd., is to operate via Paris to Switzerland and the Riviera with possible extension by way of Italy and the Mediterranean Islands to Egypt.

It is considered advisable to settle eventual subsidies to the development of distinct lines covering a wide field of operations, rather than to the maintenance of routes of exceptionally heavy traffic.

A representative of the Deutsche Company recently completed a trip to Berlin in a DH134, which, by the way was the first step of this type ever seen beyond the Rhine, to make arrangements for co-operation with the German companies. Before agreement can be entered it will be necessary to come to some international agreement for it will be remembered that under the Treaty of Versailles all machines of any horsepower are free to fly over, and land in Germany, and in April of 1922, although the Germans have a maximum horsepower limit imposed upon them for their own machines, still post Germany can impose her own restrictions and has already stated that she will not allow any machine to fly over her territory of horsepower in excess of that which she herself is allowed to use. This would, of course, bar all British and French machines. It is hoped that the matter will be quickly adjusted in the near future in the interest of international navigation.

**Germany.**—The German Express Air Transportation Company, which operates a regular service between Koenigsberg and Moscow announces that since the opening of the line on May 1 traffic has been as follows:

Flights completed, 126  
Total mileage flown, 10,500  
Passengers carried, 360  
Mail carried, 1,200 lb.  
Freight carried, 18 tons.

The above figures do not include government officials and official mail.

This line is the longest of all the stretches run in Europe in one day, and is operated with Fokker F4 Landrovers equipped with 200-hp. Daimler engines. It is in operation with daylight hours from Berlin which leaves at 6:30 p.m. and makes a close connection at Koenigsberg with the airship arriving at Moscow at 6:15 the next evening. The difference in time accounts for not less than 200 lb. of mail being carried daily by an all-mail trip. The actual saving in time for mail and freight is from nine to twelve days.

**France.**—An interesting statistic has been compiled at the Air Ministry regarding the nationality of the various passengers which departed and arrived there during the month of July, 1922. Americans predominated with 42.2 per cent. Next were the English with 20.5 per cent and French with 14.6 per cent. The remaining 12 per cent were of miscellaneous nationality. The majority of Americans are reported to have been tourists traveling chiefly for the sake of novelty, whereas the English are more and more utilizing the air line for business purposes.

The Lawrance Company announces the opening on Oct. 1 of a new and weekly service from Constantinople to Rome, to connect at the former place with the existing line from Toulouse.



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